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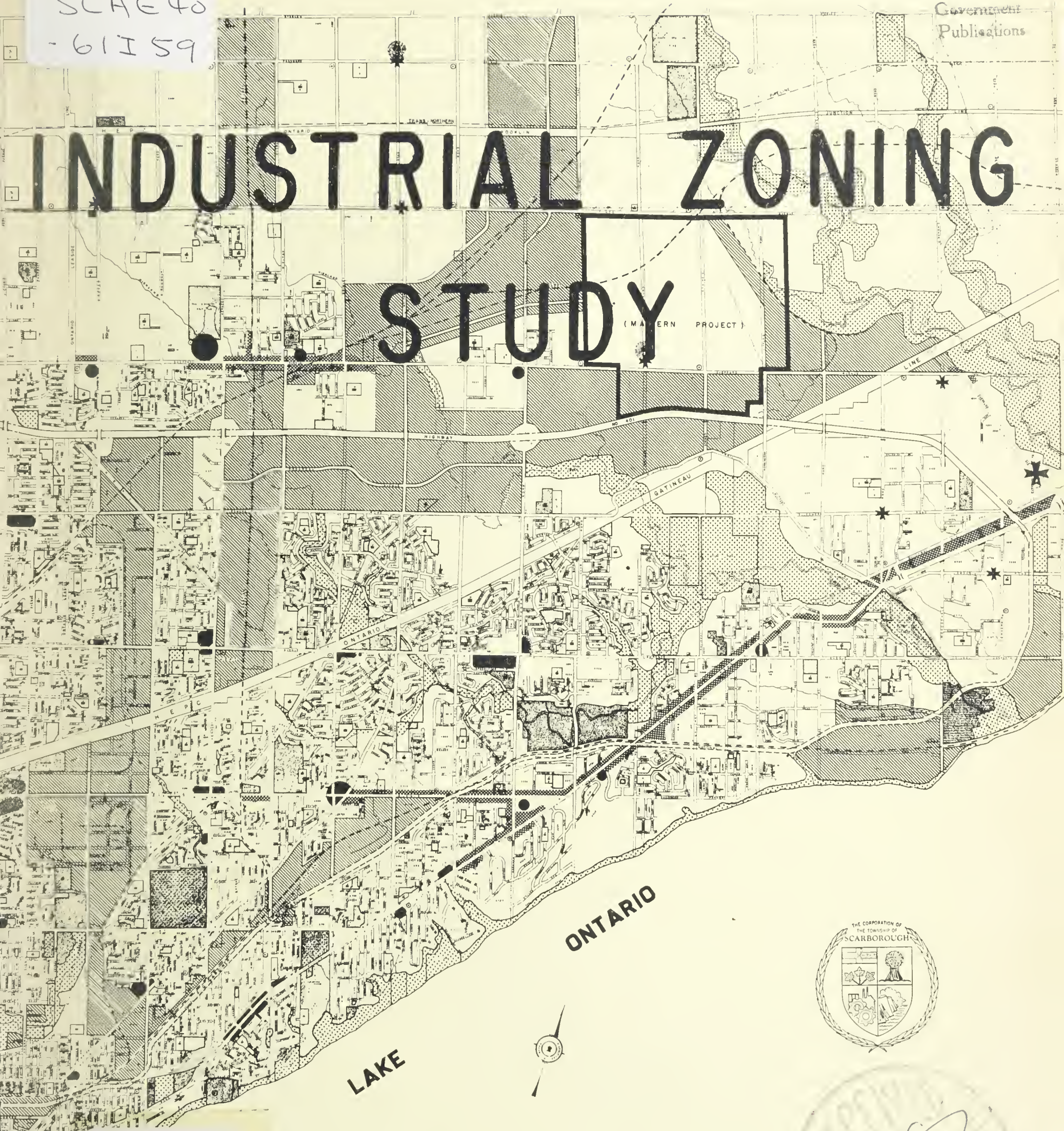
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INDUSTRIAL ZONING

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SCARBOROUGH PLANNING BOARD




SCARBOROUGH TOWNSHIP
INDUSTRIAL DEVELOPMENT PLAN



INDUSTRIAL ZONING STUDY

Prepared for Township Council
and
The Scarborough Planning Board
by
The Planning Department Staff

June, 1961



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Reference Sources:

1. North York Industrial Zoning By-law.
2. Etobicoke Comprehensive Zoning By-law.
3. City of Toronto Zoning By-law No. 20623.
4. Dallas Zoning By-law.
5. Philadelphia Zoning Ordinance.
6. Performance Standards in Industrial Zoning - by Dennis O'Harrow.
7. Principles of Industrial Zoning - by Harold V. Miller.
8. Land for Industry - A Neglected Problem - by Dorothy A. Muncy.
9. Urban Land. March 1961, published by Urban Land Institute.
Planning & Developing an Industrial District - by W.C. Windsor Jr.
10. Industrial Zoning Standards.
Information Report No. 78 of the Planning Advisory Service
American Society of Planning Officials.

Purpose of Study

A submission by a member of Council with respect to the desirability of strengthening the Industrial By-laws was entertained by Executive Committee "to ensure that industries such as construction yards and other like types would not be adjacent to industries of 'prestige' type, which operations would be detrimental to an 'open face' industrial development."

Thereupon, a directive was issued to the Planning Department and other pertinent Commissions requesting their consideration as to "the advisability of the matter, ascertaining what is done in other Municipalities to control the problem, and to report to subsequent meeting of Executive Committee as to ... recommendations therein."

In reply to this request, it is the purpose of this industrial zoning study to:-

1. Discuss traditional zoning practices and contemporary alternative methods.
2. Compare existing industrial ordinances in other leading industrial municipalities comprising part of Metropolitan Toronto.
3. Introduce for Planning Board's consideration, the plan for categorization of industrially designated areas into administrative districts.
4. Describe the salient features of each Industrial District Secondary text and Industrial District by-law.

The Theory of (Industrial) Zoning

Definition:

Zoning or restrictive area by-laws may be described as a legal and administrative procedure whereby a specifically designated land area is restricted and controlled by municipal regulation as to the kind and intensity of use, height, bulk and ground coverage of buildings thereon, et cetera.

Background:

Whereas earlier zoning by-laws were devised to deter the invasion of residential districts by conflicting commercial and industrial buildings, and to protect neighbourhoods from certain types of public nuisance (in particular nuisance from commercial uses which tend to generate excessive amounts of traffic and industrial uses associated with such emissions as noise, smoke, dirt, dust, glare, noxious fumes and odours), it was the intention of later by-laws to provide for adequate lighting and ventilation; wholesome living conditions; the control of architectural design; the promotion of health and welfare; the reduction of traffic congestion; the preservation of the financial and taxable value in property; the distribution of optimum population densities and control of deterring use occupancies.

However, none of these objectives comprises the all-embracing purpose of zoning, rather each is a method or a specific purpose in zoning. For example, regulations as to building heights and front, side and rear yard setbacks are devices or methods of obtain-

ing lighting open space effect which in turn, constitutes a socially desirable goal or specific purpose in zoning.

Purpose of Zoning:

If there is a comprehensive purpose behind zoning, it may be defined as a dual objective whereby a municipality attempts, through zoning, to protect those characteristics within the established physical order which the community considers to be inherently worthy of preservation; and to encourage the attainment of those practices and features which do not exist but which are acknowledged as desirable elements. Differentiation in zoning practice among local governments is reflective of individual community values and developmental ends sought.

Industrial Zoning:

Past restrictive by-laws on land have all too often given protection to certain land use types at the expense of industry to the jeopardy of a municipality's revenue producing and economic base. With the increasing recognition of the significant place of industry in the overall planning and economic success of a community, present industrial zoning regulations serve to give industry its rightful and due place in the municipal plan, having regard to:

- (a) greater facility of truck traffic in industrial areas along internal service roads to and from major traffic arteries (in order to prevent heavy industrial traffic through residential neighbourhoods)
- (b) compatibility of industrial types as to the effect one industry has on another (for example, a dust-producing

industrial use might be injurious to a food-producing manufactory)

- (c) direction of prevailing winds with consideration given to the impact on adjoining urban uses.
- (d) specification and architectural development standards to assure safety, convenience, a pleasing working environment and compatibility of similar land uses within the industrial area.
- (e) promotion of optimum economies through the location of like industries and interdependent uses in proximity to one another.
- (f) preservation of industrial property values by the separation of conflicting industrial operations. (A slaughter house might jeopardize the price obtainable for surrounding available site acreage.

Methods of Industrial Zoning

Initially conceiving of the development and control of industrial districts through a comprehensive performance standard code based on the technical measurement of offensive industrial emissions (such as, smoke, noise, dust, dirt, glare, noxious fumes, etc.), it was soon after realized that regulation of performance by-laws would be most difficult as there would be need for constant surveillance of potential nuisance uses by a Zoning Inspector or other appropriate supervising body. Also for purposes of court action against the offending and troublesome user, evidenciary proof of excessive emissions would be required, necessitating the engagement of scientifically qualified consultants. In effect, the experience in administering performance standards by-laws as of today is practically nil.

Furthermore, performance by-laws formulated by a zoning draftsman inexperienced with industrial processes and technical methods of measurement inevitably would tend to be copies of existing zoning ordinances which employ performance standards (which is not recommended).

For this reason examination was made of other modern methods available in Ontario.

Two possibilities proffered by the Zoning Section of the Community Planning Branch, Department of Municipal Affairs, concern the use of (1) power of by-law amendment, and (2) enabling legislation. The former method consists of the establishment of a "general restrictive" by-law for an area designated on the Official Land

Use Plan as "Industrial." This form of zoning ordinance imposes an automatic control on land use and further, restricts development in the subject district to uses that have been defined as permissible in general terms in the by-law. Implementation of each industrial, residential, commercial or public use into the area is through amendment to this "general restrictive" by-law. In actuality, each amendment is a protective covenant or specific restriction on land use and is attached to title. Under this scheme, development objectives and the resulting pattern will vary from industrial district to industrial district.

A general guide to industrial development and planning will be accomplished through declaration of intention as provided for in the general provisions, whereas individual conditions to every by-law amendment will serve to assist the industrial character of each area and the unfolding pattern of occupancy.

However, this developmental approach may be criticized on the grounds that property owners on industrial acreages do not have specific knowledge of the rights running with the land. Another shortcoming can be seen in the uncertain anticipation of entry of possible future industrial uses to the area based on past trends. A predominance of certain district occupants in an incomplete industrial area under this scheme is no guarantee that similar uses will be allowed entry.

The other alternative utilizes Section 18, 2(c) of The Planning Act which reads as follows:

18. (2) "...the Committee (of Adjustment), upon any such appli-

(c) "...where the uses of land, buildings or structures permitted in the by-law are defined in general terms, may permit the use of any land, building or structure for any purpose which, in the opinion of the committee, conforms with the uses permitted in the by-law."

In effect, this clause bestows upon the committee additional powers to regulate the use of any land in the municipality and more specifically for the purposes of this study to determine the desirability of entry of an industry on certain lands. Development standards for location would be established by the Committee in accordance with its interpretation of the conformity or non-conformity of the use with the general provisions of the by-law covering the lands in question.

The City of Toronto Zoning By-law takes advantage of Section 18 2 (c) to extend the Committee of Adjustment's jurisdiction in order to prevent the location of industrial uses likely to create danger to health or danger from fire or explosion, with industrial areas. A categorical list of potentially offending uses is included as a subsection of this provision.

According to the City of Toronto Zoning Administrator, there has been no recourse to Committee of Adjustment as yet. This special regulation provides a double safeguard to ensure that particularly offensive industries allocated to the appropriate zoning designation do not encroach into other industrial zones

where they may be permitted when operated in an acceptable manner.

By way of criticism, the success or failure of this system is dependent upon application to the Committee by the industry concerned. Sponsorship into an industrial area by submission to Committee of Adjustment rather than through observance to zoning, is not mandatory. Furthermore, most adjustment bodies deal with minor variances, non-conforming uses and the like and are not equipped by experience to determine the type of industrial uses which should or should not enter an industrial district development.

Traditionally, industry has been arbitrarily classified into "light" and "heavy" uses without any empirical justification for distinguishing certain industrial activities into one or the other of these two divisions. Furthermore, no technically objective standard has been incorporated into any existing zoning ordinance in order to make this distinction, nor have the various definitions sections of zoning by-laws adequately described the differences between light and heavy uses.

Characteristically, light industrial uses produce few offensive external effects such as smoke, dust, dirt, noise, odour, glare, noxious gases etc. Likewise, they do not involve mass shipments of raw materials or finished goods or extensive outdoor storage. The sum total of the finished manufactured or assembled product is in most instances, smaller in size than the bulk component parts to the production process. Conversely,

heavy industries involve the intensive use of heavy machinery and the utilization and transformation of bulk materials, with a resulting emission of some noxious by-products to the use procedure.

Typical of the industries that can be classified as light uses are such service industries as machine laundries and cleaning plants, printing and publishing plants, bakeries and dairies; and such manufacturing, assembling, sub-assembling and warehousing activities as electrical and electronic appliance manufacture; light chemical operations (such as pharmaceutical manufacturers, laboratories and inoffensive paint plants) and distribution and storage warehouses. Steel mills, primary metal plants, chemical factories and railroad yards are heavy industries. Common zoning practice is to allocate the many uses between these two extremes into a "medium" industrial category or to arbitrarily classify them as light or heavy uses to be assigned to the appropriate zone.

Many industrial uses formerly labelled "heavy" by reason of their offensive nature have in recent times been considerably altered due to the use of smokeless and odourless sources of energy such as electricity, oil and gas fuels in lieu of bituminous and soft coals. In addition, as attested to by Mr. Wilson, Metro Toronto Industrial Commissioner, and Mr. Chaytor, Scarborough Industrial Commissioner, there are industrial and manufacturing operations which may be deemed to be noxious and heavy activities by one process and conversely, light or medium by another.

A classical example is the case of a Detroit slaughterhouse in an industrial area next a residential neighbourhood. Normally an objectionable use, this slaughtering operation, if permitted, was to include a modern dry rendering plant to process offal and a refrigerated hide cellar to retard the decay of flesh and muscle material on the hides, thereby preventing any exterior odours. But for the fact that an abattoir is a psychological hazard this plant would be located in a preferred industrial district.

COMPARISON OF INDUSTRIAL ZONING ORDINANCES IN OTHER MUNICIPALITIES COMPRISING METROPOLITAN TORONTO

A comparative analysis of the general provisions, zone classifications and use groupings in the industrial sections of the zoning by-laws for the City of Toronto, and Etobicoke and North York Townships, may serve as a reference for Planning Board in its consideration of the draft Scarborough industrial zoning proposal hereinafter submitted.

Essentially, these municipalities are consistent in that they have established a gradation of designations and industrial uses within each zoning code from the traditional "light" and "inoffensive" to the "heavy" and "offensive" type. The lightest (least intense) zone in the hierarchy of industrial uses is in each case protected against the establishment of an operation next down in the use or zoning scale, and conversely, manufacturing and industrial uses in the former may locate in any of the down-scaled zone categories in a descending accumulation.

To be noted is that North York Township gradates industrial functions into four zones differentiated as to (1) degree of use intensity; (2) type of inside and outside storage allowed. For example, warehousing, the highest storage use, which is permitted in the M1 zone does not include transport terminals; in M2 zones both air crane runways and transport terminals are permitted; limited outside storage to the extent of 30% of the lot area is allowed in M2S zones (which exclude bulk storage of sand, gravel, coal and construction equipment). All open storage uses are permitted in M3 areas but automobile wrecking yards, junk yards and commercial quarries or pits are prohibited everywhere in that Township. On the other hand, the City of Toronto and Etobicoke Township assign the latter uses a place in their industrial use plan.

| ZONE NAME | SYMBOL | INDUSTRIAL USES PERMITTED | EXCLUDED USES | BUILDING COVERAGE | YARD REQUIREMENTS FRONT SIDE REAR | PARKING PROVISIONS | OFF-STREET LOADING | LANDSCAPING |
|--|--------|---|--|-------------------|---|--|--|---|
| Warehousing and Select Industrial Zone | M1 | A wholly enclosed warehouse. An assembly or manufacturing plant. | transport terminal. | maximum 50% | Front:- distance from front lot line - the greater of 30 ft. Opposite residential, 100 ft. minimum from the centre line of the original street allowance. | One accessible parking space for each 400 sq. ft. of the total gross floor area of the building. | Loading spaces shall be 30 ft. long 12 ft. wide, and 14 ft. in height. | Lots with frontages of 100 ft. or more shall be landscaped for the min. front yard of 30ft. |
| Industrial (Inside Storage) Zone | M2 | All M1 uses. A wholly enclosed manufacturing or industrial use. Includes a structural steel and plate fabricating plant with accessory open air crane runways. | Junk or salvage yard, automobile wrecking yard, or other obnoxious uses. | maximum 50% | Side:- 15 ft. minimum one side. 10 ft. min. other side. Where side lot line is a boundary between an industrial zone and residential, side yard distance is a minimum 50 ft. | On lots having 100 ft. frontage or less, a minimum front yard of 30 ft. shall not be used for parking. | Less than 4500 sq. ft. total floor area, no loading space | Between residential and industrial lands, a chain-link fence and trees and shrubs not less than 5 ft. in width shall be provided. |
| Controlled Storage Industrial Zone. | M2S | All M1 and M2 uses. Uses requiring limited and temporary open storage where incidental to the principal use. Storage in tanks and containers of liquids, gases and other materials used in the manufacturing process. | Junk or salvage yard, automobile wrecking yard, or other obnoxious uses. Com. pit. Bulk storage of sand, stone, gravel, coal, and construction eqpt. | maximum 50% | Flankage side yards abutting a street - 25 ft. min. provided such side yard does not exceed the front yard. | Over 4500 sq. ft. but less than 25,000 sq. ft. one loading space. | Over 25,000 sq. ft. two loading spaces | Landscaping shall consist of at least lawn and hardy ornamental shrubs |
| Industrial Storage Yard Zone. | M3 | All industrial uses. | Junk or salvage yard, automobile wrecking yard, or other obnoxious uses, but permitting a commercial quarry or pit. | maximum 50% | Rear:- 25 ft. min. from rear lot line. 50 ft. min. between industrial and residential zones. No rear yard next railway right-of-ways. | No parking permitted within 30 ft. of any residential zone. | | |

| ZONE NAME | SYMBOL | INDUSTRIAL USES PERMITTED | EXCLUDED | BUILDING COVERAGE | YARD REQUIREMENTS FRONT SIDE REAR | PARKING PROVISIONS | OFF-STREET LOADING | LANDSCAPING |
|-------------|--------|---|--|---|--------------------------------------|--|---|-------------|
| C2 District | C2 | Trades or craftsman's shop Open storage uses with sales outlet. Storage warehouse including a cold storage plant. Miscellaneous manufacturing uses Others:- brewery, pickle factory inoffensive gas plant, packaging. | Contractor's yard with storage of bulk cement Pickle factory with curing or storage vats on the premises. | Gross floor area of industrial structures in ratio to the lot size shall be in accordance with the following:- V.1 ... 3 x lot area V.2 ... 5 x lot " V.3 ... 7 x lot " V.4 ... 12 x lot " areas | | One parking space for each 400 sq. ft. of floor space used for manufacturing purposes. | Loading dock size - 30 ft. long, 12 ft. wide with vertical clearance of 14 ft. 6,000 sq. ft. or less, no loading space required. | |
| C3 District | C3 | All C2 uses. Miscellaneous manufacturing uses. Storage uses including grain elevators. Pickle factory having curing or storage vats on the premises. Others:- truck transport yard or depot, ceramics factory if wholly enclosed and having all heat processing powered only by gas, oil or electricity and having no gas or electricity generated on the factory premises. (A performance standard). | All C4 uses. | | | | 6,001/25,000, 1 loading space. 25,001/80,000, 2 loading spaces. 80,001/150,000, 3 loading spaces. 150,001/240,000, 4 loading spaces. 240,001/325,000, 5 loading spaces. | |
| C4 District | C4 | The following offensive or dangerous uses:- animal by-products plant, ceramics factory, chemical products factory, commercial pit or quarry, distillation plant, gas plant, fuel storage tanks, paper mill, poultry killing and processing establishment, pulp mill, primary metals plant, salvage yard, slaughter house, stock yard, storage warehouse, tannery, wholesale fuel supply yard. | | | | | Over 325,000 sq. ft., for each additional 100,000 sq. ft., 1 loading space. | |

| ZONE NAME | SYMBOL | INDUSTRIAL USES PERMITTED | EXCLUDED USES | BUILDING COVERAGE | YARD REQUIREMENTS FRONT SIDE REAR | PARKING PROVISIONS | OFF-STREET LOADING | LANDSCAPING |
|---------------------------|--------|---|---|--|--|---|--|--|
| Class I Industrial Zone. | I.C.-1 | service industries storage warehouses, non-noxious industrial and manufacturing establishments and including coal yards, builders' yards, lumber yards, stables, truck and transport depots. | Industrial uses with unsightly storage. Detonation of explosives. | No maximum percentage provided. Bldg. site coverage contingent upon lot size | Front:- 25 ft. from the street line. 50 ft. from street line where bounding on or opposite a residential zone. | Front:- no parking permitted closer than 25 ft. from the front lot line. Short term visitor parking permitted in the front yard if the parking area is paved and a landscaped area 15 ft. in depth is established abutting the street line across the entire frontage except for the necessary ingress and egress. | Loading space permitted back 25 ft. from the front lot line. | 15 ft. planting strip at the rear lot line where rear lot line is the boundary between an industrial and residential zone. |
| Class II Industrial Zone. | I.C.-2 | All I.C.-1 uses. Asphalt plants equipped with primary stage centrifugal dry collector and secondary stage hydrostatic precipitator which must limit the effluent to 0.4 grams per CFM of exhaust dryer gases. (A method performance standard) Industrial and mfg. uses which are obnoxious but not prejudicial to the health of, or not injurious to the surrounding neighbourhood. | Abattoirs, acid works, asphalt production (except as aforementioned) paint, varnish or chemical mfg. in an obnoxious manner, cement works, gasoline and/or oil storage and/or refineries, commercial gas works, glue factories, slaughter houses, smelters, stock yards, tar works, tanneries. | parking requirements, and yard setbacks. | Side:- 10 ft. on each side of building for lots of 100 ft. or less frontage. Total side yard 20% of the lot frontage with minimum 10 ft. on each building side on lots 100 ft. to 200 ft. frontage. Total side yards 40 ft. with minimum of 10 ft. each side of building on lots of over 200 ft. frontage. 5 ft. when abutting a railway right-of-way. | 15 ft. in depth is established abutting the street line across the entire frontage except for the necessary ingress and egress. Rear:- 50 ft. x the mean width on lots of 250 ft. or less in depth. 20% of the lot depth x the mean width on lots of more than 250 ft. in depth. Other than required rear yard landscaping, remainder may be used for parking purposes providing parking area is paved. | | 15 ft. planting strip on side lot line where side lot line is the boundary between an industrial and residential zone. |
| Class III Industrial Zone | I.C.-3 | All I.C.-1 and I.C.-2 uses. Included are paint, varnish or chemicals manufacture; cement works, gasoline and/or oil storage and/or refineries; salvage yards. | | | Rear:- 20 ft. from rear lot line. 60 ft. when rear lot line bounds on residential areas. (5 ft. when abutting a railway right-of-way. | | | |

paris manufacture and/or storage, etc.)

All manufacturing, assembling, packaging, processing or rendering, warehousing, inside storage and limited outside storage, and other industrial uses not included in the "Municipally Prohibited Use" or "Special Industrial" (MS) categories will be allowed location in all industrially designated lands in the Township other than in MS zones, and conversely, will be protected from encroachment by uses in the "Special Industrial" group in that the latter will not be permitted in any zone other than MS; that is, each industrial category is self-contained and not accumulative.

Note again that the least restricted or permitted uses are not spelled out; rather a use is deduced as permissive because it is not included in the prohibited or permitted nuisance use classifications.

Based on the assumption that all permitted uses are compatible with each other regardless of internal manufacturing or production procedure, a "General Industrial" (MG) designation is proffered, with no further division of this general category into permitted use sub-zones. Locational criteria for new plants and district character in MG areas will be contingent upon specification standards exclusively.

Differentiation of these areas as to type of industrial occupancy will be contingent upon the minimum and maximum specification standards as to: (a) ground floor area coverage; (b) permitted heights; (c) ground floor coverage as a percentage of total lot area; (d) minimum land use ratios; (e) minimum front wall widths; (f) architectural provisions as to permitted building materials; (g) minimum front, side and rear yard setbacks; (h) off-street parking provisions in relationship to the ground floor area, etc. The major provision in this scheme is maximum ground floor area coverage in relationship to total lot

area, for usability of a plant for a particular use will be dependent upon present and potential size which in turn will govern whether an industry or manufactory can locate in a particular area.

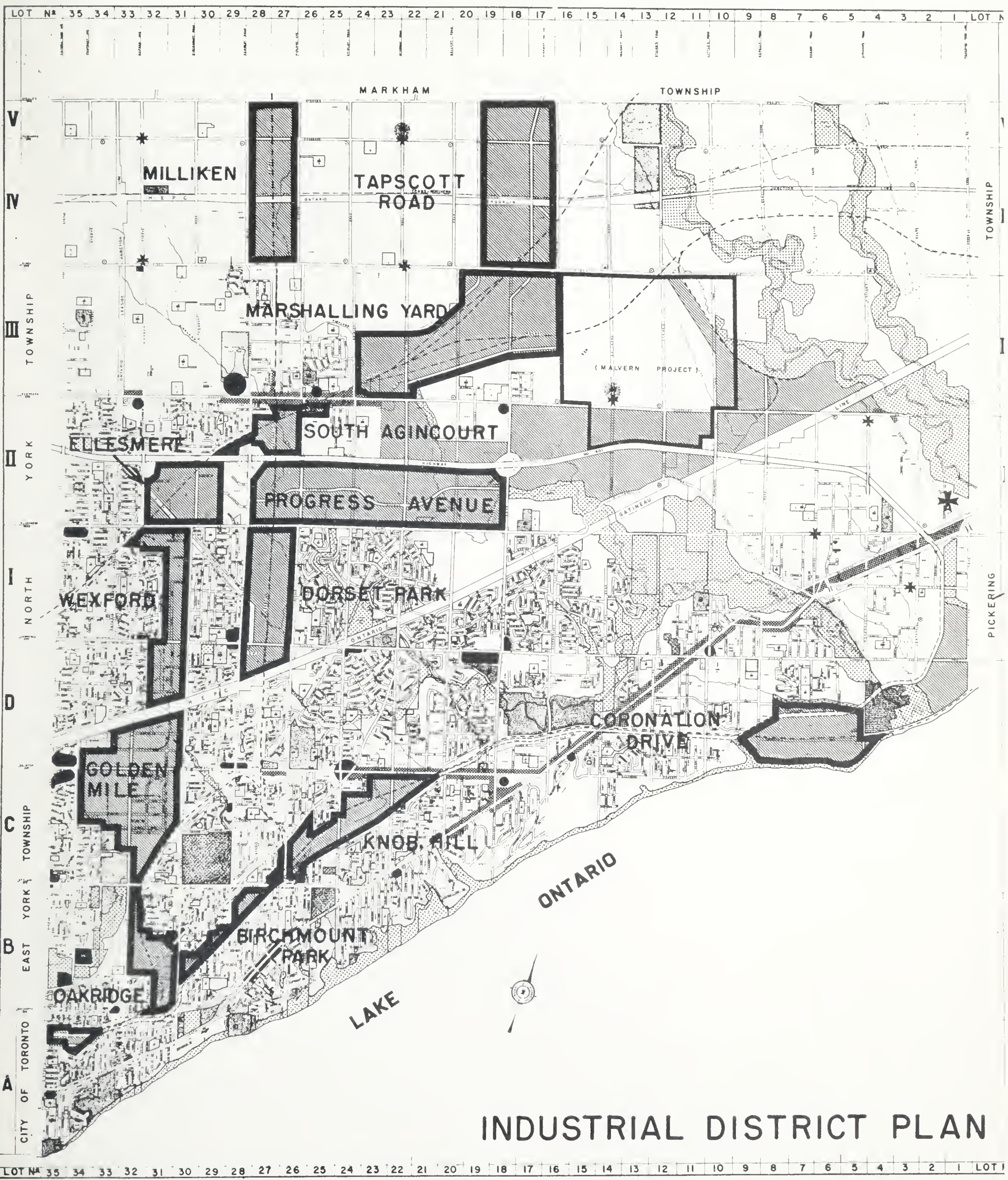
Recognizing the existence of a transitional class of quasi-commercial-industrial uses such as lumber and builders' supply warehouses, and automobile service centres with showrooms, the "Industrial Commercial" (MC) zone has been developed to accommodate industrial uses necessitating an ancillary retail outlet incidental to the principal operation. Grouping of activities with these characteristics will prevent unsightly admixture of these uses with prestige-type plants on major arteries and further tend to establish typical Industrial-Commercial strips.

Planned Industrial Districts

Of the 8500 acres of township land designated on the Land Use Plan for industrial usage, about one-third is protected at present by eleven Restrictive Area By-laws covering fifteen industrial districts in the municipality. The remaining lands which are not protected are consequently vulnerable to encroachment by other classes of land use such as Residential and Commercial. Without comprehensive control, many industrial areas scheduled for future development will be rendered unavailable due to the sale of a few lots for residential or commercial purposes at important access points or within larger industrial tracts thereby making land assembly for large factory sites or linked interdependent industries impossible or at best prohibitively expensive.

In order to prevent the separation of the larger integrated industrial reserves into smaller, unplanned parcels difficult to reassemble, and to safeguard areas of future industrial growth, fifteen industrial administrative units to be known as "Industrial Districts" have been formulated in keeping with the "Community" concept of planning, area development, and organization. The names and boundaries of the proposed industrial districts are indicated on the corresponding draft Industrial Districts map.

Each district will be implemented by an "Industrial District" By-law qualifying all the lands contained therein, and each of the several Industrial District By-laws will supersede the prov-



isions of the existing Restrictive Area By-laws which covers sections of the subject land areas. Unlike residential communities which are made up of neighbourhood components, there will be no internal sectionalization of these administrative units other than by differentiation of industrial uses by zoning categories.

OFFICIAL PLAN PROCEDURES FOR INDUSTRIAL AREAS

Based on the need to provide for the future working population in the Township, and balanced Assessment between Residential, Commercial and Industrial development, the Official Plan designates a total of 8,500 acres for "Industrial Area Uses" a Major Land Use Category defined as follows (Section IV I (b)):-

"Essentially composed of warehousing, manufacturing, and storage uses, this category may also include automobile service stations, offices and other commercial uses incidental to industrial operations or suitable to an industrial area. The selection of particular uses and other special zoning restrictions will be enacted in industrial areas near residential areas".

This Major Land Use Category, it will be seen, is broad in its application; therefore to provide a definite basis for the formulation of Industrial Zoning By-laws, it should be refined into more specific land use categories, and as outlined in Section V I (a) of the Official Plan, detailed study of this nature is to be incorporated into the Official Plan by Secondary Plan Amendments.

The designated industrial acreage is spread throughout the Township, therefore overall study in this form would be most difficult both in content and procedure. Consequently, it is advocated that Industrial Districts be created, based upon convenient size and existing and proposed character, furthermore that each District be named to give identity and provide for easy reference.

Each District would then be the subject of intensive individual study so as to refine land uses within the general "Industrial Area Uses" designation; to incorporate policies into the Official Plan for servicing and development; and to provide a framework for the preparation of an Industrial District By-law as previously outlined.

LAND USE BREAKDOWN

While the "Industrial Area Uses" category provides for the introduction of commercial uses into an industrial area, their haphazard location could have a very detrimental effect upon adjoining industrial development. It is therefore considered that commercial uses, whether incidental to an industrial use or not, should only be permitted where specifically provided for and preferably fronting upon major traffic arteries bounding the Industrial District.

In accordance with the stated Official Plan policy that industrial development adjacent to residential areas will be especially zoned, a separate performance designation is advocated for this purpose, and would be applicable also to lands fronting upon major traffic arteries, which, by reason of their prestige and/or advertising potential, justify higher industrial performance standards.

Some entire industrial areas, and parts of others which are completely divorced from residential areas, lend themselves for

a limited range of industrial types, the nature of which, by reason of dust, odor, glare, smoke, noise or appearance, may be considered offensive. It is therefore advocated that these areas be specifically designated.

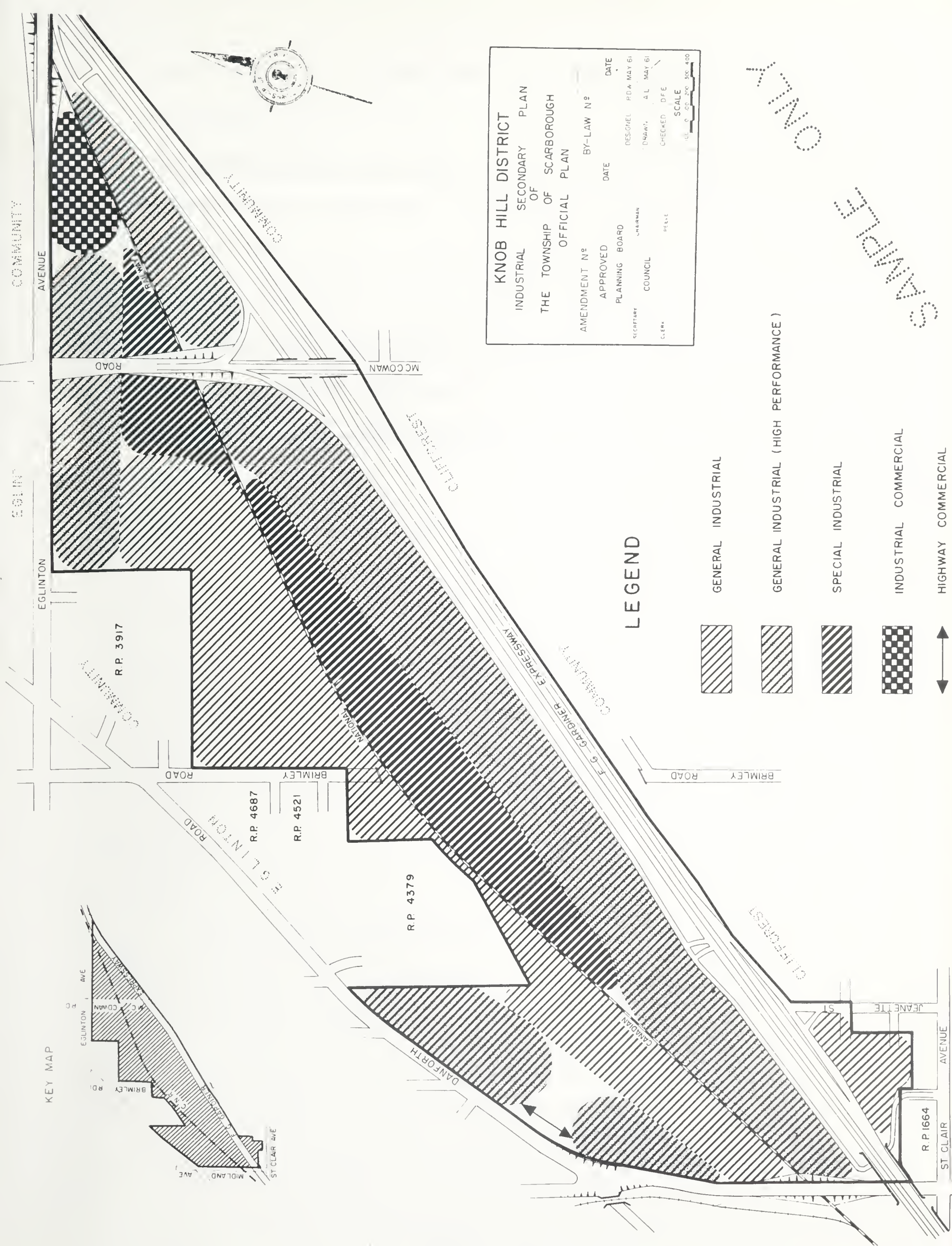
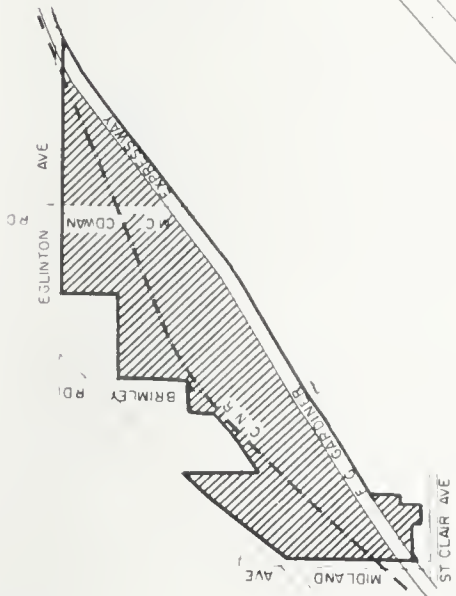
In any industrial area, provision will be necessary for the introduction of pure commercial development to serve the industrial area and also passing traffic. Designations for "Highway Commercial Uses" at specific locations to accommodate such uses, are therefore considered advisable.

Secondary Plan Land Use Designations

On the basis of the foregoing situations, the following land use designations are advocated for incorporation into Secondary Plans for Industrial Districts, such designations to portray in a diagrammatic manner and in general terms, the location and extent of particular uses:-

1. General Industrial Uses - shall include all industrial uses except those types defined as "Special Industrial".
2. General Industrial Uses (High Performance) - shall include all industrial uses (as in 1. above) but which require especial consideration in respect to development and building standards, by reason of proximity to residential development or frontage upon a major traffic artery.
3. Special Industrial Uses - shall include only those uses which, by reason of dust, odor, glare, smoke, noise or appearance,

KEY MAP



LEGEND

- GENERAL INDUSTRIAL
- GENERAL INDUSTRIAL (HIGH PERFORMANCE)
- SPECIAL INDUSTRIAL
- INDUSTRIAL COMMERCIAL
- HIGHWAY COMMERCIAL

KNOB HILL DISTRICT
INDUSTRIAL SECONDARY PLAN
OF
THE TOWNSHIP OF SCARBOROUGH
OFFICIAL PLAN

AMENDMENT N^o BY-LAW N^o

APPROVED PLANNING BOARD DATE

SECRETARY CHAIRMAN COUNCIL DEPUTY CLERK

DESIGNER P.D.A. MAY 61
DRAWN A.L. MAY 61
CHECKED D.F.E.

DATE

SCALE
1" = 0' 0" 200' 300' 400'

STAMPED
DATE

must be located in areas detached from residential communities.

4. Industrial Commercial Uses - shall include uses which are predominantly industrial, manufacturing or warehousing, but have a limited retail outlet in association with them.
5. Highway Commercial Uses - shall include a limited range of commercial uses without any inherent industrial associations, but which are ancillary to an industrial area as a whole, and also serve passing traffic.

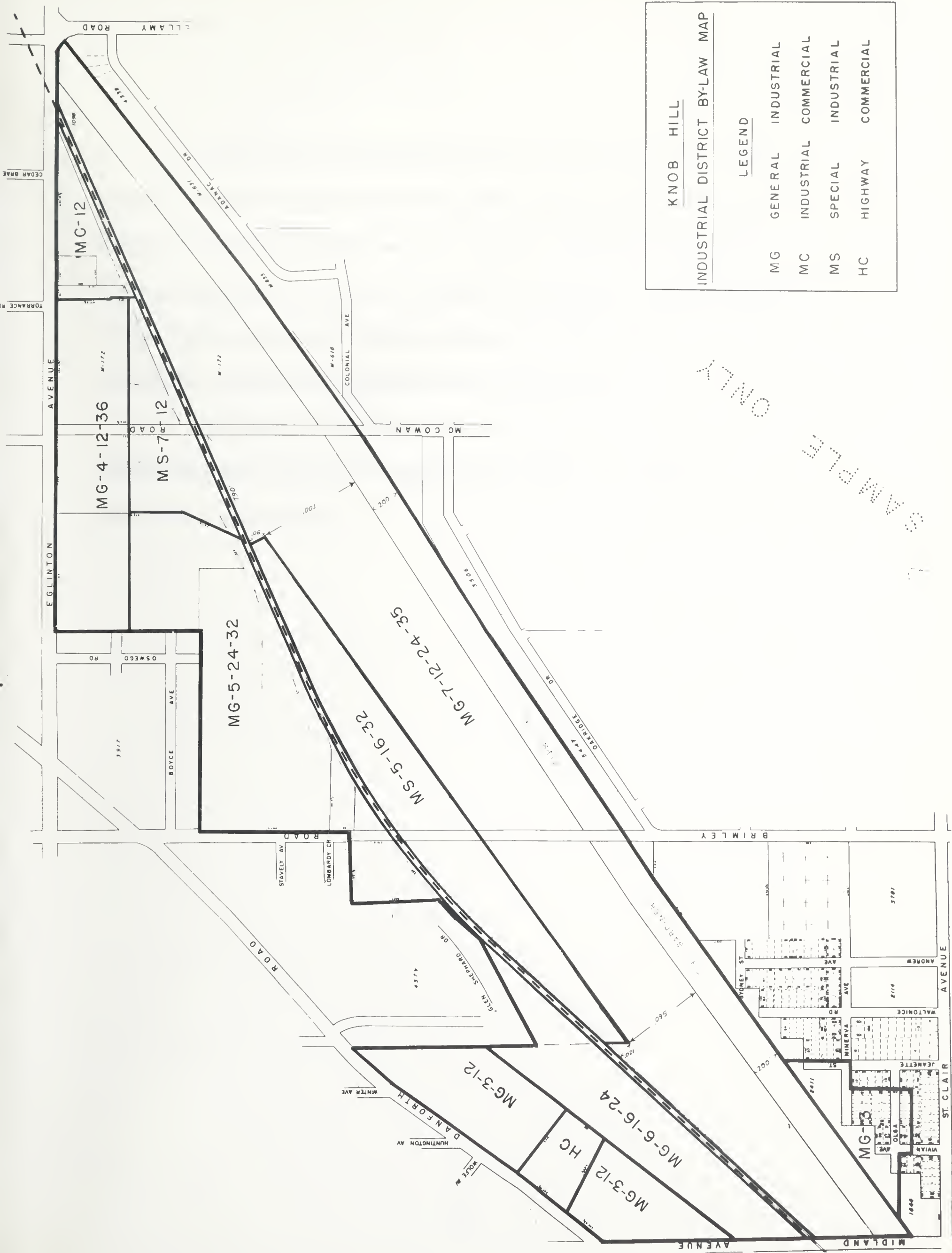
INDUSTRIAL USE ZONING CLASSIFICATIONS

Notwithstanding the comparison with three contemporary Metropolitan Toronto industrial zoning regulations and the previous reasons disavowing the performance standard method of locating industrial uses, the following approach is propounded as the zoning system for industrial purposes in Scarborough.

Here, two lists of nuisance-producing industrial uses have been established; one, a group of uses entitled "Municipally Prohibited Uses" and considered to be undesirable for location anywhere in the Township, (A few of the excluded activities include abattoirs, animal by-product factories, automobile wrecking yards, forges, salvage or junk yards, smelters, tanneries, and tar works); the second list contains the majority of those industrial or manufacturing operations which may be deemed of a "limited" or "qualified" nuisance nature due to some dirt, dust, glare, heat, or smoke emission to the intensity whereby such emission may be considered offensive to surrounding residential or commercial areas but not prejudicial or injurious to health, environmental amenities or property values.

These uses are designated to the M S or "Special Industrial" zone category. Four industrially designated areas of the municipality, an area adjacent Port Union Road, the Coronation Drive block in the south-east sector, the new C.P.R. Marshalling Yard and peripheral area east of Agincourt, and a narrow section of the C. N. R. railway property in the proposed Knob Hill Industrial District are to be zoned M S .

As it was essential to the development standard that the permitted nuisance classification be as complete as possible, reference and comparison was made to seven American and Canadian industrial zoning by-laws which formulate inventories for "heavy, obnoxious, restricted and/or nuisance" industries. For our purposes, uses within these several lists that fell into our "Municipally Prohibited Uses" category were deleted and the remainder refined into a thorough list of permitted nuisance activities (such as builders' supply yards; soap manufacturing; meat packing and processing; cement, lime, gypsum or plaster of



| KNOB HILL | |
|--------------------------------|-----------------------|
| INDUSTRIAL DISTRICT BY-LAW MAP | |
| LEGEND | |
| MG | GENERAL INDUSTRIAL |
| MC | INDUSTRIAL COMMERCIAL |
| MS | SPECIAL INDUSTRIAL |
| HC | HIGHWAY COMMERCIAL |

ONLY
SAMPLE

To be noted is that both Etobicoke and Toronto have made an initial attempt at industrial land use control through the employment of a performance standard provision for particular uses. For example, ceramics works and asphalt plants are regulated as to production method by this approach. Further, Etobicoke Township adds a measurement limitation provision for exhaust dryer gases which are the effluent by-product of the asphalt manufacturing process.

Exclusive of these features, the three municipalities in effect designate industrial uses into the traditional light, medium and heavy classes in each of the zoning schemes.

CONSIDERATION OF PERFORMANCE STANDARDS

The following brief discussion of performance standards is included as the recommended zoning practice for Scarborough industrial development.

LAND COVERAGE REQUIREMENTS: Whereas the City of Toronto permits 100% ground area coverage of an industrial site and multiple ratios up to 12 times the site area (exclusive of the prescribed loading space requirements), and North York Township allows a maximum 50%, Etobicoke Township makes no coverage provision. However, by requiring specific yard and parking area observance, the remaining part of the site is made available for total plant occupancy; that is, building site coverage is contingent upon the size of each respective lot. Several of the Scarborough restrictive area by-laws for industry attain up to 60% and 75% coverage.

The maximum percent of a factory site that is recommended as suitable for new development in Scarborough is 50% gross or total floor area coverage. It may be noted that 50% coverage will not be achieved unless the use is on a reasonably large tract of land. In actuality, the potential 50% coverage will be somewhat less after minimum yard, employee parking, and maximum allowed ground floor area requirements are applied to the lot for industrial buildings.

AREA REQUIREMENTS: Lot area sizes are variable and presently qualified by existing land ownerships. Nevertheless, private adjustment will take place through division of large blocks of land into sites sufficient to meet maximum gross floor area and building coverage specifications for industrial buildings in any given area.

BUILDING SETBACKS: The minimum building setback requirements as expressed in terms of front, side, and rear yard requirements, & flankage requirements are as follows:-

For General Industrial and Special Industrial Uses, the following performance specifications shall apply:

Yard Requirements

1. Front Yard

Right-of-Way Width

Setback from Centreline

120 ft.
86 ft.
66 ft.

120 ft.
103 ft.
73 ft.

2. Side Yard - minimum 10 ft. each side.

3. Rear Yard - minimum 25 ft. from the rear lot line.

4. Flankage

Intersection

Setback from Street.

120 ft. & 86 ft. & greater
86 ft. & greater & 66 ft.

60 ft.
40 ft.

For Industrial Commercial Uses:

Yard Requirements

1. Front Yard - minimum 80 ft. from widened street line, and maximum of 90 ft.

2. Side Yard - minimum 10 ft. each side.
3. Rear Yard - minimum 25 ft. from rear lot line.
4. Flankage

Right-of-Way Width

Setback from Centreline

120 ft.

Minimum 120 ft., maximum 130 ft.

86 ft.

Minimum 103 ft., maximum 113 ft.

66 ft.

Minimum 25 ft., maximum 25 ft.

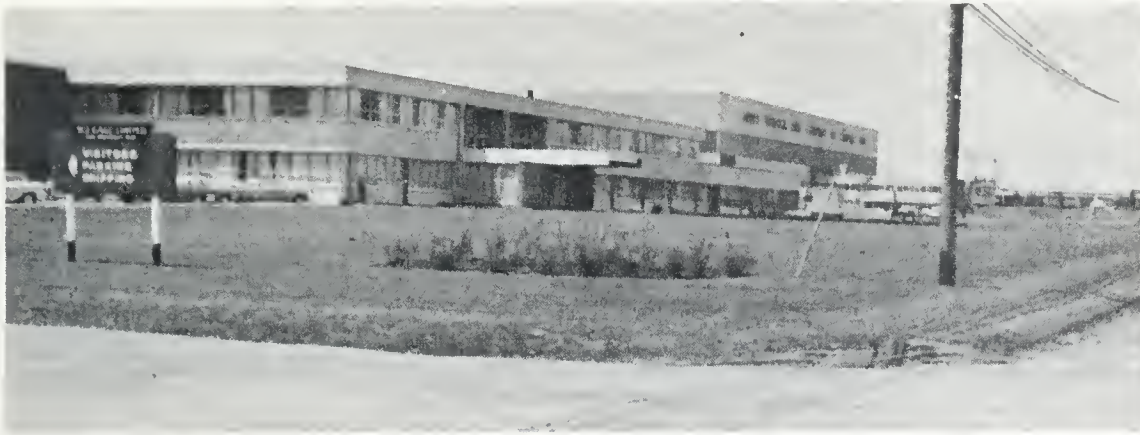
For Highway Commercial Uses;

Yard Requirements

1. Front Yard - 60 ft. from streetline on all right-of-ways over 66 ft.
2. Side Yard - minimum of 20 ft. from the streetline.
3. Rear Yard - minimum of 25 ft. from the rear lot line.
4. Flankage - 25 ft. on 66-foot right-of-ways.

OFF-STREET PARKING: Regulations regarding employee parking areas and short-term visitor and executive parking areas are to be included in the general provisions section of each industrial district by-law. As personnel complements vary in accordance with market trends, seasons of the year and the changing use of the building, (due to sale of property, change of tenancy, reuse, automation, etc.), basing parking space on number of employees on the largest shift is unfeasible. Rather the method proposed is to base parking requirements on a parking space ratio of one parking stall per X sq. ft. of gross floor area, because the latter measurement is more constant and easier to enforce. By way of criticism, it is axiomatic that employees, not floor areas, generate parking space needs. Another weakness, is that floor space does not allow for the wide

INDUSTRIAL ZONING STUDY



Accent on deeper front yard setbacks and well-kept lawns achieve the desired effect in "Preferred" Industrial areas.

Pilkington Glass. The minimum required twenty foot landscaped area from the street line into the front yard area is here illustrated.



This photograph points out the problem of flankage setback, excessive corner lot parking, and the need for side yard landscaping in such instances. Ideally, flankage sites should be grassed in keeping with the mandatory front yard landscaping requirement for neighbouring industrial uses on the service road.

Volkswagen Sales and Service Depot, showing excessive front yard auto display. The intention is that Industrial Commercial uses shall meet front yard parking and setback provisions for General Industrial areas.



View of the Industrial Commercial section of the proposed "Knob Hill Industrial District". Again, note the excessive amount of front yard parking next Eglinton Avenue.

variation in employee densities that exist among different types of industrial operations. Employee parking will be permitted in the side and rear yards, while visitor and executive parking will be allocated to the front yard. The parking provisions are as follows:

1. Front Yard - Maximum 5 executive and visitor parking spaces are permitted in the front yard per first 50 feet of front wall, and two spaces permitted or any part thereof for every 50 ft. thereafter.
2. Side, Rear and Flankage Yards - Employee parking in accordance with the following:
 - (a) Buildings up to 10,000 sq. ft. - one parking space per 1000 sq. ft. gross floor area.
 - (b) Buildings 10,001 sq. ft. plus - one parking space per 1500 sq. ft. gross floor area.
 - (c) Warehousing - one parking space per 2000 sq. ft. gross floor area.

Note that flankage parking for industrial buildings on corner lots will be discouraged in order to create a continuity of landscaped setback with the mandatory front yard setbacks of neighbouring plants on the flankage street. Notwithstanding this requirement, the front yard visitor and executive parking provision will apply to the flankage side walls of industrial plants in the same ratio.

BUILDING HEIGHT LIMITATIONS: No regulation specifying maximum building height was considered. It is recommended, however, that a building height limitation be employed such that total height is at no point greater than one-half the horizontal distance from the building to the nearest lot line and in no case

INDUSTRIAL ZONING STUDY

Employee off-street parking facilities should be restricted to side and rear yards of the plant site.



Howden Road. Curb and gutter installation, well-trimmed lawns, controlled visitor parking, will uplift this typical "General Industrial" district.

Alsco Products of Canada. The attractiveness of this plant is marred by front yard truck loading platforms and turning area.



Burndy Canada Limited. An example of tasteful architectural treatment, generous setback, tree planting, and limited visitor parking.



An example of an open storage use in an area to be designated "Preferred Industrial" along Highway 401. Such open storage uses are to be assigned to Special Industrial zone areas.

Minford Avenue looking east to Crockford Blvd.; a residential street used as an ingress-egress route for industrially generated traffic.



Minford Avenue. Careful buffering treatment is required at the periphery of industrial areas next residential neighbourhoods. Note the incompatibility of the two uses here.

Open storage uses in Special Industrial areas should be sufficiently enclosed from street view.



exceeds a height of 75 ft.

STORAGE AREA REGULATIONS: Outdoor storage of materials and equipment will be required to be enclosed or screened by suitable fence or landscaped barrier. Open storage will be limited to the side and rear yards but in no case permitted inside a rear yard bounding a street or a residential or commercial district; nor may the first 25 ft. back from the rear lot line of rear yards bounding on residential properties be utilized for outside storage purposes.

OFF-STREET LOADING FACILITIES: Both the City of Toronto and North York Township provide a detailed series of required loading spaces in relationship to plant floor area. Other than to assure convenient loading space dimensions and to prohibit unsightly front yard and side yard flankage loading operations, no provisions will be forthcoming relating number of loading stalls to size of plant.

LANDSCAPING: The first 20 ft. of the front yard in from the street line except for the necessary vehicular and pedestrian drive and walkways, will be reserved for landscaping purposes only.

Landscaping will consist of the planting, growth and maintenance of any of the following:- dwarf fences, grass, flowers, ornamental bushes, and/or patios. It is acknowledged that a landscaping clause in a by-law is not mandatory but permissive and by prohibiting the first 20 ft. of the front yard for no other purpose than landscaping, it is hoped that such treatment will be implemented.

THE ZONING BY-LAW TEXT

The industrial district by-laws will be similar in content and form to the Community By-laws that presently exist for residential neighbourhoods in the township. For example, there will be a general provisions section, a definitions section for industrial uses therein, a performance chart, a map schedule (see sample copy included in the study), and an exceptions section.

NOTICE OF APPLICATION to The Ontario
Municipal Board by the Corporation
of the Township of Scarborough for
approval of by-laws to regulate land
use passed pursuant to Section 30 of
The Planning Act.

TAKE NOTICE that the Council of the Corporation of the Township
of Scarborough intends to apply to The Ontario Municipal Board pursuant to
the provisions of Section 30 of The Planning Act for approval of By-laws
10970 and 10971 passed on the 2nd day of July, 1963. Copies of the by-laws
are furnished herewith. A note giving an explanation of the purpose and effect
of the by-laws and stating the lands affected thereby is also furnished here-
with.

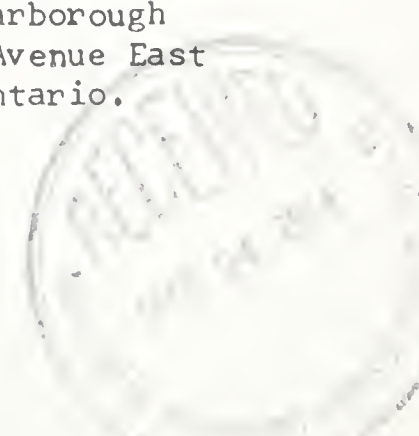
Any person interested may, within fourteen (14) days after the date
of this notice, send by registered mail or deliver to the Clerk of the Township
of Scarborough notice of his objection to approval of the said by-laws together
with a statement of the grounds of such objection.

The Ontario Municipal Board may approve of the said by-laws but
before doing so it may appoint a time and place when any objection to the
by-laws will be considered. Notice of any hearing that may be held will be
given only to persons who have filed an objection.

The last date for filing objections will be August 27, 1963.

DATED at the Township of Scarborough this 13th day of August, 1963.

C. A. Tripp
Clerk
Township of Scarborough
2001 Eglinton Avenue East
Scarborough, Ontario.





TOWNSHIP OF SCARBOROUGH
2001 EGLINTON AVENUE EAST
SCARBOROUGH, ONTARIO
TELEPHONE 759-4747

EXPLANATORY NOTE:

The following are the respective purposes of
the enclosed By-laws:

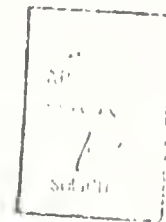
- 10970 This by-law repeals existing restrictions in the Coronation Drive Industrial District, thus enabling their replacement by the restrictions contained in the following Coronation Drive Industrial District By-law Number 10970.
- 10971 This by-law is the Coronation Drive Industrial District By-law which implements the requirements of the Township Official Plan by regulating the use of land character, location and use of buildings in this district as outlined on the map attached to the by-law (Schedule A). See Page 3 "Interpretations" for method of determining restrictions for any area within jurisdiction of this by-law.

C. A. Tripp,
Clerk.

THE CORPORATION
OF
THE TOWNSHIP OF SCARBOROUGH

BY LAW NUMBER *60970*

being a By-Law to amend By-Law Number 5005



WHEREAS authority is given to Council by Section 30 of The Planning Act, R.S.O. 1960 to pass this By-Law subject to the approval of the Ontario Municipal Board.

AND WHEREAS the lands lying and being situate within the Coronation Drive Industrial District are governed in part by an existing restricted area By-Law.

AND WHEREAS in order to implement and effect the aforesaid plan, it is deemed expedient to amend the By-Law referred to above in order to delete the lands in the Coronation Drive Industrial District affected by the said By-Law from the provisions contained in said By-Law.

NOW THEREFORE BE IT AND IT IS HEREBY ENACTED:

1. By-Law 5005 is hereby amended by adding the following clause as Clause 23 thereof)

23. The provisions of By-Law 5005 enacted thereto, shall cease forthwith to apply to the lands contained in Registered Plan Number 3997.

READ a FIRST, SECOND and THIRD time and passed in open Council,

this *2nd* day of *July*, A.D. 1963

A. M. Campbell
.....
Reeve

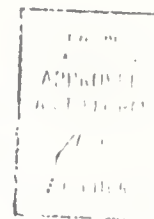
CORPORATE
SEAL

C. A. Trapp
.....
Clerk

INDUSTRIAL DISTRICT BY-LAW NUMBER. 10.9.71.

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THE CORPORATION
OF
THE TOWNSHIP OF SCARBOROUGH
INDUSTRIAL DISTRICT BY-LAW NUMBER...09.71

being an Industrial By-law to implement the
Official Plan of the Township of Scarborough
with respect to certain lands in the
Coronation Drive Industrial District.

NOW THEREFORE BE IT AND IT IS HEREBY ENACTED:

CLAUSE I

AREAS RESTRICTED:

The lands restricted by this By-law are enclosed by a heavy black line on Schedule 'A' hereto annexed and the restrictions applicable to such lands shall be in accordance with the letters, symbols and numbers noted thereon and hereinafter described in Clause V and on Schedule 'B' of this By-law and in addition the general provisions of this By-law which apply to all of the lands in Schedule 'A' and which are set out in Clause IV. The specific exceptions to the provisions of this By-law, if any, are found in Schedule 'C' annexed hereto.

CLAUSE II

SCHEDULES:

Schedules 'A', 'B' and 'C' with notations and references shown thereon, are hereby declared to be a part of this By-Law attached hereto as appendices and are described as follows:-

| <u>SCHEDULE</u> | <u>TITLE</u> |
|-----------------|---|
| 'A' | Industrial District Map |
| 'B' | Performance Standard Chart |
| 'C' | Specific exceptions to the provisions of this By-law. |

CLAUSE III

INTERPRETATION:

To interpret the restrictions applicable to any particular parcel of land or building, the following procedure shall be adopted:

- (a) Refer to the regulations applicable to all areas restricted by this By-Law, as found in Clause IV.
- (b) Refer to Schedule 'A' and note the characters (letters and numbers) applicable to the particular area under consideration.
(subject area bounded by heavy black line)
- (c) The letter or letters refer to the zones established by this By-law which defines the Uses Permitted in each of the Zones as described in Clause V.
- (d) The number or numbers in Schedule 'A' refer to the required standards of performance, specific details of which shall be ascertained by reference to the Performance Standard Chart (Schedule 'B').
- (e) Refer to Schedule 'C' for specific exceptions to the provisions of this By-law.

(f)

DEFINITIONS:

- (1) "Accessory Building": shall mean a subordinate building or portion of the main building, the use of which is customarily incidental to that of the main or principal building.
- (2) "Automobile Service Station": shall mean a building or buildings used for the sale of petroleum products, anti-freeze, all automobile rubber products, accessories for the maintenance of automobile electrical systems, for the repairs essential to the actual operation of motor vehicles, and without limiting the generality of the foregoing, to include repairs to electrical, cooling, exhaust, fuel and brake systems, and for the manual washing of vehicles within an enclosed building.
- (3) "Basement": shall mean a storey or portion of a storey of a building in which the floor is more than thirty inches (30") below the level of the finished grade at the building.
- (4) "Building Height": shall mean the vertical distance measured from the average elevation of the finished grade at the front wall of the building to the base of the eaves on the said building.
- (5) "Contractor's yard or shop": means a yard or shop of any building trade or other contractor where plant, equipment and material are stored or where such contractor performs shop or assembly work and shall include a yard or shop for the storage of heavy machinery plant or equipment such as cranes, ploughs, tractors, pile drivers, roadmaking machinery, wreckers or steel erector's equipment, and building and construction material.
- (6) "Dwelling Unit": shall mean a separate set of living quarters designed or intended for use or used by an individual or by one family only, said living quarters shall include at least one room and separate kitchen and sanitary conveniences, and shall have a private entrance from outside the building or from a common hallway or staircase, and the floor of which shall not be more than thirty inches (30") below the finished grade level at the building.
- (7) "Family": shall mean one or more persons living as a single housekeeping unit in a dwelling, and may include domestic servants and not more than two roomers or boarders.

- (8) "Floor Area": shall mean the area of the dwelling unit measured from the inside of the exterior walls.
- (9) "Gross Floor Area Coverage": shall mean the sum total of the areas of all storeys (exclusive of basements) based on external dimensions of all buildings. For the purpose of calculating maximum gross floor area coverage on the basis of lot area, the lot area shall consist of the total area of the lot and may be increased by the addition of an area composed of underground, ramp, or other parking structures or facilities.
- (10) "Ground Floor Area": shall mean the total area of the building or buildings based on exterior dimensions.
- (11) "Industrial Uses": shall mean the use of land, building or structure designed for assembling, processing, manufacturing and warehousing purposes, and scientific, technical, research and development uses related to manufacturing, processing and warehousing uses.
- (12) "Lot": shall mean a parcel of land which fronts or abuts a street.
- (13) "Lot Line, Front": shall mean the line which divides a lot from a street. On a corner lot the shorter of the lines which divides the lot from a street shall be deemed to be the front lot line.
- (14) "Lot Line, Rear": shall mean a lot line which is farthest from and opposite to a front lot line.
- (15) "Lot Line, Side": shall mean any lot lines other than a front lot line or the rear lot line.
- (16) "Main Wall": shall mean the exterior front, flankage, side or rear wall of a building and all structural members essential to the support of a fully or partly enclosed space or roof. The following projections to the maximum distances shown below, shall not be considered part of the main wall:
- Chimneys, Pilasters and Projecting Columns 1'6"
 - Roof overhang 3'0"
 - Unenclosed projections into a front yard, rear yard or a side yard abutting a street 15'0"
 - Exterior steps - no limits.
- (17) "Mechanical or Automatic Car Wash": shall mean a building or buildings for the mechanical washing of automotive vehicles with a capacity of at least 15 vehicles per hour and having appurtenant to said building the storage space for at least twenty (20) automotive vehicles on the same parcel of land. Said storage spaces shall have dimensions a minimum of eight feet (8'0") by twenty two feet (22'0") with at least twenty (20) of said spaces to be

in a single line at the eight foot dimension.

- (18) "Noxious": shall mean a use which, from its nature or operation creates a nuisance or is liable to become a nuisance or offensive by the creation of noise or vibration, or by reasons of the emission of gas, fumes, dust, or objectionable odour, or by reasons of unsightly storage of wares, merchandise, salvage, refuse matter waste or other material and without limiting the generality of the foregoing shall include any uses which under the "Public Health Act", R.S.O. 1960, Chapter 321, or regulations thereunder, may be declared by the Local Board of Health or Council to be a noxious or offensive trade, business or manufacture.
- (19) "Public Garage": shall mean a building or buildings for the sale of automotive vehicles and trailers, automotive parts and accessories, petroleum products, for the maintenance and repair of automotive vehicles and the manual washing of automotive vehicles within an enclosed building.
- (20) "Public Uses": shall mean for a purpose within the jurisdiction of the Council, Local Board or Commission.
- (21) "Public Utility": shall mean a "Public Utility" as defined by the "Public Utilities Act", R.S.O. 1960, Chapter 335.
- (22) "Quarry": shall mean any pit or excavation made for the purpose of searching for or removal of any soil, earth, clay, marl, sand, gravel, limestone, slate, granite or other rocks.
- (23) "Salvage Yard": shall include a junk yard, an automobile wrecking yard or premises, and premises where used goods, old metal and other scrap material and salvage are processed, bought, sold, exchanged, baled, packed, disassembled or handled for further use.
- (24) "Setbacks": Front, Rear, Side and Flankage Yard, shall mean the horizontal distance measured at right angles to the boundary of the parcel, lot or block of land between the main wall of the building and the said boundary, street line or centre line of street.
- (25) "Storey": shall mean that portion of a building other than a cellar or attic storey which is included between one floor level and the next higher floor level or the roof and which is not less than eight feet (8'0") in height.
- (26) "Street": shall mean a common and Public Highway having a minimum width of 66'.

- (27) "Structure": shall mean anything that is erected, built or constructed of parts joined together.
- (28) "Warehouse": shall mean a building or structure for the storage of any goods, wares, merchandise, substance article or thing.
- (29) "Yards": shall mean any open, uncovered, unoccupied space appurtenant to a building with the exception of a court.
- (30) "Yard, Flankage": shall mean the space between the main wall of the building and a side lot line bounding upon a public street and extending from front lot line to rear lot line.
- (31) "Yard, Front": shall mean the space between the main front wall of a building and a front lot line, and extending the full width of the lot.
- (32) "Yard, Rear": shall mean the space between a main rear wall of a building and a rear lot line, and extending the full width of the lot.
- (33) "Yard, Side": shall mean a space between the main side wall of a building and a side lot line, and extending from the front yard to the rear yard.

CLAUSE IV.

GENERAL PROVISIONS:

1. Restrictions on the use of Land and/or Buildings.

No building or land shall hereafter be used or occupied, no building or part thereof shall be erected, moved or structurally altered except in conformity with the requirements of this By-law.

(a) Notwithstanding this provision, such land, buildings or structures lawfully used for any purpose on the day of the passing of this By-law may continue to be so used for that purpose.

(b) This By-law shall not prohibit the erection of any building or structures the plans for which have, prior to the day of the passing of the By-law, been approved by the municipal architect or building inspector, so long as the building or structure when erected is used and continues to be used for the purpose for which it was erected and provided the erection of such building or structure is commenced within two years after the day of the passing of the By-law and such building or structure is completed within a reasonable time after the erection thereof is commenced.

2. Reduction of Yards

No part of a yard or other open space, required about any building for the purpose of complying with the provisions of this By-Law, shall be included as a part of a yard or other open space similarly required for another building.

3. Licenses, Permits and other By-Laws.

Nothing in this By-law shall operate to relieve any person from the obligation to comply with the requirements of the Building By-Laws of the Township of Scarborough, or any other By-Laws of the Township of Scarborough in force from time to time, or the obligation to obtain any license, permit, authority or approval which may be otherwise lawfully required.

4. Frontage on a Street.

No person shall erect a building or structure (except accessory buildings) and no person shall use any building, structure, lot or parcel in the defined area, unless the lot or parcel to be so used or upon which the building is situated, erected or proposed to be erected, abuts or fronts on a public street.

CLAUSE IV.

5. Parking Requirements

(a) Industrial, General Industrial and Special Industrial Zones.

In zones designated on Schedule 'A' as M, MO and M S, parking spaces shall be provided for each industrial use on the parcel of land either in the side (exclusive of side yard on corner lots) or rear yards or enclosed within the building (s) in accord with the following:

1. Parking spaces to be a minimum dimension of ten feet by twenty feet (10' x 20') and to be serviced by a service lane a minimum width of twenty feet (20') and having access to a public street.
2. One parking space per 1,000 sq.ft. of gross floor area shall be provided on the lot or parcel on which the building, or buildings are to be constructed.
3. Notwithstanding the provisions of this By-Law, five (5) executive or visitor parking spaces may be permitted in the front or side yard or corner lots per first fifty feet (50') of front wall, and two spaces for each fifty feet (50') thereafter.

(b) Industrial District Commercial, Industrial Commercial and Highway Commercial Zones.

Lands not covered by buildings within these zones shall be used for off-street vehicular parking and service lanes except that landscaping as hereinafter provided in this By-Law, and signs, pump islands and storage tanks below ground shall be permitted.

(c) Mechanical or Automatic Car Wash.

A minimum of twenty (20) parking spaces shall be provided on that parcel of land appurtenant to the buildings, with said parking spaces to be dimensions of a minimum of eight feet (8') in width by twenty two feet (22') in length with at least twenty of the parking spaces to be arranged in a single line on the eight foot (8') dimension.

(d) Public Garage.

A minimum of one parking space per automotive vehicle licensed for sale, of minimum dimensions ten feet (10') by twenty feet (20') with access to a public street from a minimum twenty foot (20') width laneway shall be provided on the parcel of land appurtenant to the building(s).

6. Loading Space Requirements

(a) Front and Flankage Yard Provisions.

Except as otherwise provided in Schedule 'A' and 'B' of this By-Law, facilities for loading and unloading of industrial materials shall be restricted to the side and rear yards and prohibited from front yards and flankage yards.

(b) Provisions adjacent Railways.

Notwithstanding any provisions of this By-Law, structures and buildings essential for the loading and unloading at railway tracks may be erected at the railway property boundary.

7. Landscaping Requirements.

(a) Industrial, General Industrial and Special Industrial Zones.

In M, M G and M S zones as defined on Schedule 'A', the front yards and flankage yards on corner lots abutting the street, shall be used for landscaping purposes only except that executive and visitor parking as hereinbefore specified shall be permitted.

(b) Industrial Commercial.

In M C zones as defined on Schedule 'A', a parcel of land twenty feet in width immediately abutting the street lines on front yards and flankage yards on corner lots shall be used for landscaping purposes only, except that driveways not to exceed thirty feet (30') in width shall be permitted.

(c) Abutting Residential Uses.

In all zones a twenty five foot (25') wide parcel of land immediately abutting residential uses shall be used for no other purpose than landscaping.

8. Uses Permitted in all Zones.

Nothing in this By-law shall prevent the use of any land within the defined areas for the following Public Uses:- Public Street, Public Park, Public Fire Hall and/or for structures essential to the operation of Public Utilities.

9. Character and Type of Construction

(a) Front Walls and Flankage Walls on corner lots.

The front walls and flankage walls shall be of brick, stone or glass construction except that asbestos, aluminum, stainless steel, prefabricated, enamelled or porcelainized metal sandwich wall panels, may be used to a maximum of forty percent (40%) of the total surface area of the walls.

(b) Side and Rear Walls.

The side and rear walls except those abutting a street shall be of masonry or glass construction except that asbestos, aluminum, stainless steel, prefabricated, enamelled or porcelainized metal sandwich wall panels may be used to a maximum of seventy percent (70%) of the total surface area of the wall.

10. MUNICIPALLY PROHIBITED USES

For the purposes of this By-Law, the following Industrial Uses are prohibited:

- Abattoir
- Acetylene gas or compound manufacture
- Acid manufacture
- Alcohol distillation
- Ammonia, bleaching powder or chlorine manufacture
- Ammunition manufacture and/or storage
- Animal or poultry sheds or pens
- Arsenal
- Ash or refuse dump
- Asphalt manufacture and refining, or mixing with granular materials
- Auto wrecking yards
- Bag cleaning (except where a baghouse collector filtering system is used)
- Blood boiling
- Carbon manufacture
- Cattle sheds and pens
- Celluloid manufacture
- Cement, lime, gypsum or plaster of paris manufacture and/or storage
- Chemical manufacture in a noxious manner
- Coke manufacture
- Concrete products manufacture or concrete mixing
- Crematory
- Dehydrating vegetables
- Distillation of bones, coal, wood, vegetables or animal products or any of their by-products.
- Emory cloth manufacture
- Explosives and fireworks manufacture and/or storage
- Extracting oil from fish
- Fat, grease, lard or tallow rendering or refining
- Felt manufacture
- Garbage, dead animal, birds or fish, dead animal, bird or fish offal or refuse reduction
- Gas works
- Graphite manufacture
- Gelatine, glue or size manufacture from animal materials
- Junk or salvage yard
- Jute manufacture
- Kalsomine manufacture
- Kerosene, petroleum or tar refining, distillation or derivation of by-products
- Laboratory the operation of which is noxious or dangerous
- Pits and quarries
- Potash works
- Pulp and paper mill
- Reduction, canning, processing or treatment of fish, poultry or animal products.
- Rug cleaning (except where a baghouse filtering system is used)
- Sand or metal blasting cleaning operation
- Smelting of ore and metals
- Stone mill or crusher
- Sulphate works
- Tannery for curing and storing of rawhide, skins, leather or hair
- Tar distillation
- Truck terminal

CLAUSE V

ZONE PROVISIONS:

1. SPECIAL INDUSTRIAL USES (MS)

For the purposes of this By-Law, Special Industrial Uses shall include the following as well as Industrial Uses and General Industrial Uses:

- Air products manufacture
- Asbestos products manufacture
- Bag cleaning where a baghouse collector filtering system is used.
- Blast furnace.
- Brick, pipe, pottery, cement block and tile manufacturing
- Builders supply yard
- Can manufacture
- Car wheel foundry
- Carriage and wagon manufacture
- Casting foundry
- Cast iron pipe manufacture
- Coal yards
- Coal silo
- Contractors yard or shop
- Cordage mill
- Corrugated metal manufacture
- Cotton mill
- Creosote treatment and manufacturing
- Dye manufacture
- Fuel storage tanks provided they are below grade level
- Fuel yard
- Glass manufacture
- Glucose manufacture
- Grain elevator
- Japanned and shellacking manufacture
- Metal forging, stamping, punching, chipping, drawing, rolling or tumbling of iron, steel, brass, copper or other materials as the principal operation.
- Oilcloth manufacture
- Outside storage of earth materials
- Oxygen gas manufacture
- Paint manufacture
- Paint mixing
- Pickle factory
- Planing mill
- Rolling mill
- Rubber manufacturing from crude materials
- Sheet mica factory
- Shoddy manufacture
- Snuff manufacture
- Stone cutting or monument works
- Textile manufacture
- Tire manufacturing
- Varnish, shellac, turpentine and/or white lead manufacture
- Wax works
- Wood products manufacture
- Wood carbonizing, pulling or scouring works
- Woollen mill

2. INDUSTRIAL USES (M)

For the purposes of this By-Law, Industrial Uses shall mean only assembling, manufacturing, processing and warehousing uses and scientific, technical, research and development uses related to manufacturing, processing and warehousing uses, excepting those Municipally Prohibited, Special Industrial Uses and Outside Storage Uses.

3. GENERAL INDUSTRIAL USES (MG)

For the purposes of this By-Law, General Industrial Uses shall mean only assembling, manufacturing, processing and warehousing uses and scientific, technical, research and development uses related to manufacturing, processing and warehousing uses, excepting those Municipally Prohibited and Special Industrial Uses.

4. MAJOR OPEN SPACES (O) AND TEMPORARY MAJOR OPEN SPACES (O-T)

(a) Uses Permitted

Major Open Space Uses

(b) Definition

For the purposes of this By-Law, Major Open Spaces shall include areas the topographical or physical nature of which renders these lands unsuitable for the sustenance of buildings. The erection or structural alteration of Residential or Commercial buildings is prohibited in this zone. Notwithstanding the foregoing, however, Public Recreational Uses and buildings accessory thereto, shall be permitted in the areas designated 'O' in Schedule 'A'.

5. INSTITUTIONAL USES (I)

For the purposes of this By-Law, Institutional Uses shall include buildings and structures essential for the operation of a sewerage disposal plant.

6. SINGLE FAMILY RESIDENTIAL (S)

(a) Uses Permitted

Single-Family Dwellings

(b) Definition

For the purposes of this By-Law, a Single-Family dwelling is defined as a building to be occupied by one family only having only one kitchen, and including a private garage or car-port to accommodate not more than two motor cars and the usual accessory buildings and structures..

(c) Nothing in this By-Law shall prevent the carrying on of any domestic or household art, not affecting the amenity of the neighbourhood, or a professional person from occupying rooms as an office in 'S' or 'T' zones provided there shall be:

- (i) No display of goods or advertising other than a plate not larger than two square feet (2 sq.ft)
- (ii) Not more than 25% of the total floor area used.
- (iii) Not more than one assistant employed

However, the operation of a rooming and/or boarding house within the defined area is strictly prohibited and the term "operating a rooming and/or boarding house" shall mean, for the purposes of this By-Law, "providing living accommodation, for valuable consideration to more than two (2) persons who are not members of the single-family which normally occupies the dwelling where said accommodation is provided or given".

7. TWO FAMILY RESIDENTIAL (T)

(a) Uses Permitted

Two Family Dwellings

Uses as provided in Clause V 6 (c)

Definition

For the purposes of this By-Law, a two family dwelling shall mean a building divided vertically into two single-family dwellings.

CLAUSE VI

VIOLATIONS AND PENALTIES.

Any person convicted of a breach of any provisions of this By-Law (or any of its clauses) shall forfeit and pay, at the discretion of the Convicting Magistrate, a penalty not exceeding (exclusive of costs) the sum of Three Hundred Dollars (\$300.00) for each offence.

READ a FIRST, SECOND and THIRD time and passed in open Council,
this 2nd day of July, A.D. 1963

.....A. M. CHAPPELL.....
Reeve

C. H. HALL
S. H. L.

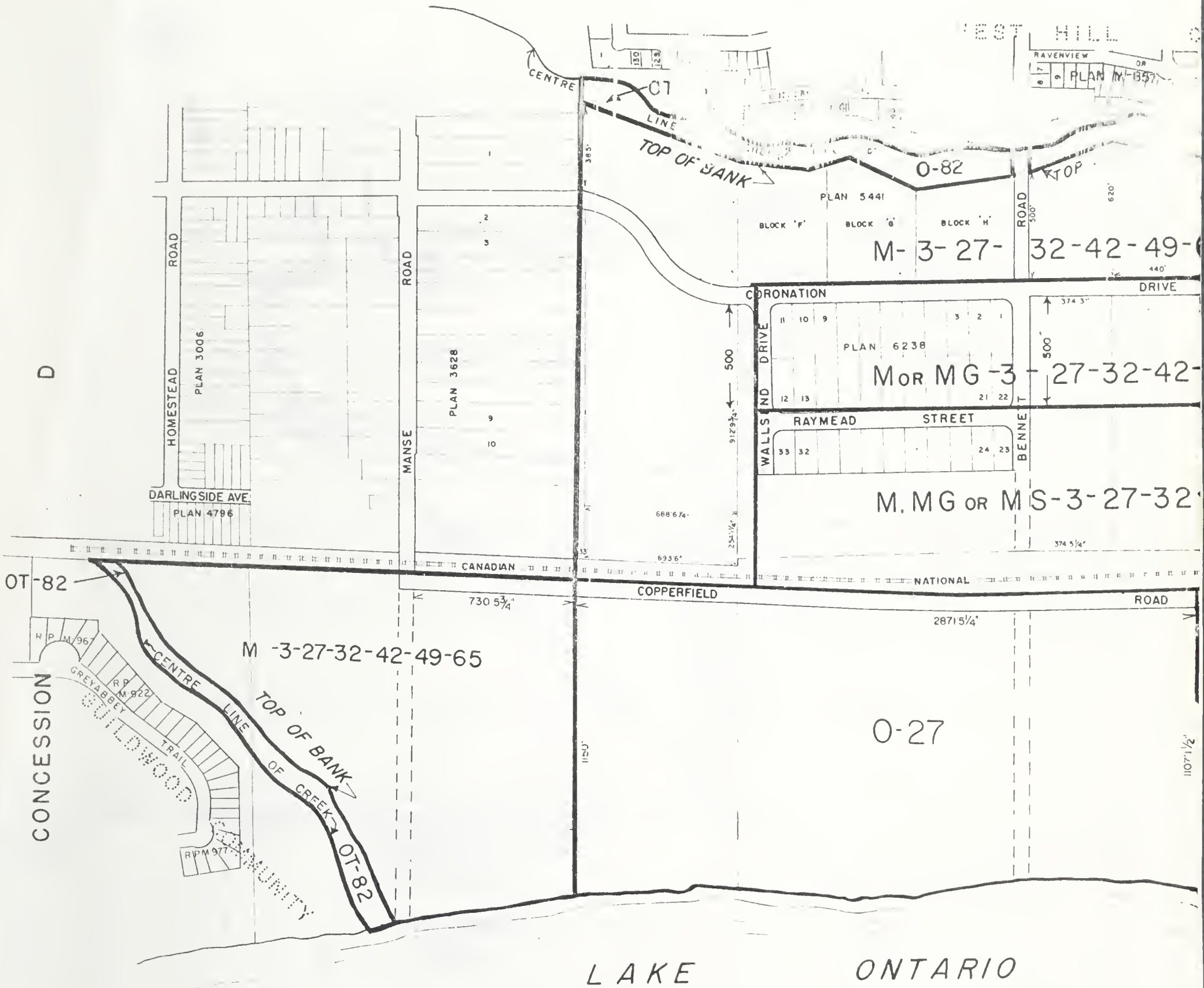
.....
Clerk

LOT 9

LOT 8

LOT

LOT



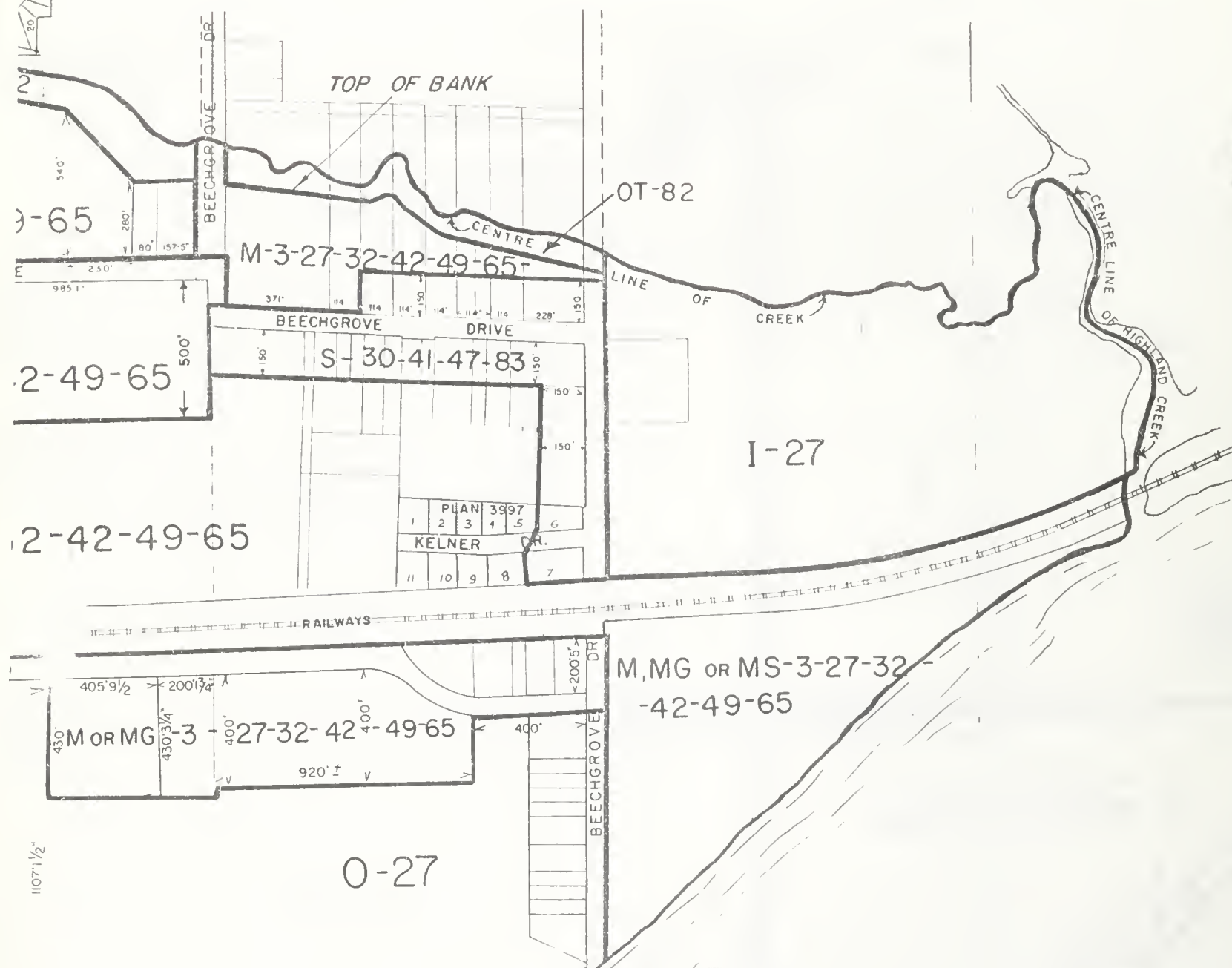
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LOT 3

COMMUNITY



TOWNSHIP OF SCARBOROUGH
CORONATION DRIVE
INDUSTRIAL DISTRICT
BY-LAW N° 1097/1

SCHEDULE 'A'

LEGEND

M - INDUSTRIAL USES
MG - GENERAL INDUSTRIAL USES
MS - SPECIAL INDUSTRIAL USES

I - INSTITUTIONAL
O - MAJOR OPEN SPACE USES
S - SINGLE FAMILY

BOUNDARIES OF ZONES

SCALE



REVISED TO INCLUDE THE
FOLLOWING AMENDMENTS

[illegible]

CORONATION DR
INDUSTRIAL

SCHEDULE 'B' CORONATION DRIVE

PERFORMANCE STANDARD CHART

| STANDARD NO | PERMISSABLE COVERAGE | STANDARD NO | FRONT YARD BUILDING SET-BACK | STANDARD NO | SIDE OR FLANKAGE YARD BUILDING SET-BACK | STANDARD NO | REAR YARD BUILDING SET-BACK | STANDARD NO | MISC |
|-------------|---|-------------|--|-------------|---|-------------|-----------------------------|-------------|---|
| 1 | Max gross floor area of all buildings - 30% of lot area. | 21 | Min. of 53-ft from centre line of original road allowance | 41 | Min. 3-feet | 61 | Min 5-feet | 81 | Loading facilities permitted in a front yard min. of 60-feet from the street line. |
| 2 | Max. gross floor area of all buildings - 40% of lot area. | 22 | Min. of 63-ft from centre line of original road allowance. | 42 | Min. 10-feet | 62 | Min. 10-feet | 82 | Extent of 'O' zone to include all lands in elevation below the top of the bank. |
| 3 | Max. gross floor area of all buildings - 50% of lot area. | 23 | Min of 73-ft from centre line of original road allowance | 43 | Min. 15-feet | 63 | Min. 15-feet | 83 | One Single-Family dwelling per parcel having a min. frontage on a public street of 50-ft and a min. 7,500 sq.ft. lot area. |
| 4 | Max. gross floor area of all buildings - 60% of lot area. | 24 | Min. of 83-ft from centre line of original road allowance | 44 | Min. 25-feet | 64 | Min 20-feet | 84 | One semi-detached dwelling (two-family dwelling divided vertically) per parcel having a min. frontage on a public street of 60-ft, and a min. 10,000 sq.ft. lot area. |
| 5 | Min. gross floor area of all buildings 10,000 - sq.ft. | 25 | Min. of 93-ft from centre line of original road allowance. | 45 | Min. 30-feet | 65 | Min 25-feet | | |
| 6 | Min. gross floor area of all buildings 20,000 - sq.ft. | 26 | Min. of 100-ft from centre line of original road allowance. | 46 | Min. 40-feet | 66 | Min 30-feet | | |
| 7 | Min. gross floor area of all buildings 30,000 sq.ft. | 27 | Min of 103-ft from centre line of the original road allowance of Coronation Drive, Beechgrove Drive, Copperfield Road. | 47 | Min. 20-ft on corner lots | 67 | Min 40-feet | | |
| | | 28 | Min of 120-ft from centre line of the original road allowance | 48 | Min 30-ft on corner lots | | | | |

| | | | |
|----|---|----|--------------------------|
| 29 | Min of 120-ft from the centre line and max. of 150-ft from centre line. | 49 | Min 40-ft on corner lots |
| 30 | Min of 20-ft from street line | 50 | Min 50-ft on corner lots |
| 31 | Min of 30-ft from street line | 51 | Min 60-ft on corner lots |
| 32 | Min of 40-ft from street line | 52 | |
| 33 | Min of 50-ft from street line | | |
| 34 | Min of 60-ft from street line. | | |

CORONATION DRIVE
INDUSTRIAL DISTRICT.

SCHEDULE 'C' - EXCEPTIONS

1. Notwithstanding anything contained in this By-Law, existing Single-Family dwellings and buildings accessory thereto, may be extended within the confines of the following Performance Standards:

21 - 41

2. Notwithstanding anything contained in this By-Law, aquatic recreational uses shall be permitted on all lands within 300-ft of Lake Ontario.

3. Lots 6 & 7, Plan 3997, two family dwellings permitted subject to the following Performance Standards:

30 - 42 - 47 - 84

4. One dwelling unit of a minimum of 400 sq.ft., floor area shall be permitted per industry as a caretaker's residence.

